

Application: 10/671,051
First Inventor: Atherton
Filing date: September 24, 2003
Attorney Docket: FSP0035

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Amendments to the specification:

Please replace paragraph [0002] with the following amended paragraph:

[0002] In motorized vehicles, the clutch enables the engine drive train to be disconnected from the axels during changes in the drive ratio. Often, the clutch provides a friction coupling between the drive train and the axels. This friction coupling (for example, contact between two fiber-compound discs) may be prone to slipping as the drive train rotations per minute (RPM) increase. To alleviate this condition, a clutch ~~lockout cover~~ may be employed.

Please replace paragraph [0003] with the following amended paragraph:

[0003] Figures 1 and 2 are front and back view illustrations, respectively, of a prior art clutch ~~lockout cover~~ 100. The ~~lockout cover~~ 100 may be employed in two and four stroke engine systems, such as Honda™ and Banshee™ motors for all terrain vehicles (ATVs). Bolts may be inserted through the holes 118 in the posts 106 to mount the ~~lockout cover~~ 100 to a clutch ~~boss-flywheel~~ of the engine. Heads of the bolts may recess into the counter-sink holes 120. The shaft of the bolts may pass through springs. As the bolts are tightened to the clutch ~~bossflywheel~~, the springs come under tension, recessing the heads of the bolts into the holes 120, and bringing the posts 106 into contact with a clutch pressure plate.

Please replace paragraph [0004] with the following amended paragraph:

[0004] Figure 3 is a side view illustration of a ~~lockout-clutch~~ finger 300. The finger 300 has an arm 306 and a cam 304. A bolt may be inserted through the hole 308 and secured with a nut to add weight to the end of the arm 306. A pivot may be inserted

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through the hole 302 at the juncture of the arm 306 and the cam 304. Fingers 300 may be inserted into the slots 110 of the lockout cover 100 and the pivot may be recessed into the slots 112. Retaining screws may be threaded into the holes 114, and tightened until their heads are recessed into the countersink holes 116, thus securing the finger pivots in the slots 112.

Please replace paragraph [0005] with the following amended paragraph:

[0005] Forming a hole 102 in the lockout cover 100 lessens the weight and may accommodate possible protrusions of the transmission system. Forming bays 108 also lessens the weight of the lockout cover 100.

Please replace paragraph [0006] with the following amended paragraph:

[0006] As engine RPMs increase, the arms 306 of the fingers 300 are drawn outward by centrifugal force, rotating the cam 304 against a pressure plate mounted behind the lockout cover 100. Rotation of the cams 304 against the pressure plate increases the force of the frictional coupling between the engine drive train and the axels, reducing slipping of the clutch at higher engine RPMs.

Please replace paragraph [0007] with the following amended paragraph:

[0007] Weight and durability of system components are crucial factors in the performance of engine systems. An improved lockout cover would benefit from further reductions in weight, while either improving or without compromising the durability of the lockout cover.

Please replace paragraph [0009] with the following amended paragraph:

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[0009] A clutch lockout cover includes posts to receive bolts to retain the lockout cover to a clutch boss-flywheel and retaining screw holes to retain lockout-clutch fingers mounted on the lockout cover. At least one indent in each post accommodates the retaining screw holes and/or countersinks thereof. At least one edge of the lockout cover is formed to create lips around slots to receive the lockout-clutch fingers. The lips may have a width narrower than the diameter of the retaining screw holes and/or the countersinks thereof. The lockout cover may comprise two retaining screw holes for each lockout-clutch finger.

Please replace paragraph [0012] with the following amended paragraph:

[0012] Figure 1 is a front view illustration of a prior art clutch lockout cover.

Please replace paragraph [0013] with the following amended paragraph:

[0013] Figure 2 is a back view illustration of a prior art clutch lockout cover.

Please replace paragraph [0014] with the following amended paragraph:

[0014] Figure 3 is a side view illustration of a lockout-clutch finger.

Please replace paragraph [0015] with the following amended paragraph:

[0015] Figure 4 is a front view illustration of an embodiment of a clutch lockout cover.

Please replace paragraph [0016] with the following amended paragraph:

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[0016] Figure 5 is a back view illustration of an embodiment of a clutch ~~lockout~~cover.

Please replace paragraph [0017] with the following amended paragraph:

[0017] Figure 6 is a side view illustration of an embodiment of a clutch ~~lockout~~cover.

Please replace paragraph [0020] with the following amended paragraph:

[0020] Figures 4 -6 are front, back, and side view illustrations, respectively, of an embodiment of a clutch ~~lockout~~cover 400. Posts 410 are formed with indents 411. The posts 410 include holes 412 to receive bolts to mount the ~~lockout~~cover 400 to the clutch ~~boss~~flywheel. Countersink holes 414 receive heads of the tightened bolts.

Please replace paragraph [0021] with the following amended paragraph:

[0021] Fingers 300 may be inserted into the slots 402 of the ~~lockout~~cover 400 and a finger pivot (e.g. the pivot through finger holes 302) may be recessed into the slots 404. Retaining screws may be threaded into the holes 420, and tightened until their heads are recessed into the countersinks 418, which may overlap the slots 402, thus securing the finger pivots in the slots 404. The indents 411 in the posts 410 accommodate the holes 420 and/or the countersinks 418 of the holes 420, and enable positioning the holes 420 back from the edges 406, 408 of the ~~lockout~~cover 400. Positioning the holes 420 back from the edges 406, 408 enables the removal of a substantial amount of material, forming lips 416 around the slots 402, without compromising the durability of the ~~lockout~~cover 400. Material may be removed from the ~~lockout~~cover 400 to form the edges 406, 408, and to create lips 416 having a width narrower than the diameter of the countersinks 418 of the holes 420 to receive the retaining screws. The lips 416 may even have a width

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narrower than the diameter of the holes 420 themselves. The edges 406,408 may form lips 416 having two portions 602,604, one portion narrower than the other. Two holes 420 and countersinks 418 may be provided per finger pivot, securing the finger pivots at two positions of the slots 404 and further improving durability.

Please replace paragraph [0022] with the following amended paragraph:

[0022] Further weight reductions are achieved by forming a hole 422 and bays 424 in the ~~lockout cover~~ 400.